

NEW ERA OPEN FOR THE PORT OF PHILADELPHIA

Continued from Page One

To keep eternally before them the following program and to insist through their representatives, Federal, State and city, on seeing that it is carried out:

First. That the Federal Government continue its work on the thirty-five-foot channel to the ocean so that the largest vessels can come safely up to our docks fully loaded and depart with full return cargoes. To complete as quickly as possible the twelve-foot channel to Trenton.

Second. Internal vigilance on the part of all mercantile, civic and municipal bodies of the city over every contemplated action by the interstate Commerce Commission or by the interested Commerce Commission, especially in the matter of freight-decision, coupled with united action on their part to place property and the just claims of the port of Philadelphia before the commission, and a jealous guardianship of every right and every advantage which the port now possesses or may possess in the future.

Third. That the State at once appropriate the amount necessary to straighten the channel at the Horseshoe, so as to shorten the route of the thirty-five-foot channel and thereby improve the entrance to the Schuylkill from the Delaware, making more valuable the great stretches of unoccupied territory around that section and removing the ice menace to navigation at that point, the only place where it is a menace.

Fourth. That the \$12,500,000 appropriated by the city for new piers and docks already contracted for or under construction, be readily available, so that there may be no delays, and that this work be pushed to completion with the greatest possible speed. That the extension and completion of the Belt Line system be pushed vigorously, so as to make a complete circle around the city, where any and every railroad can have access to any point on the water front.

MUST SHOW MANY ADVANTAGES.

Fifth. That the Chamber of Commerce, the Board of Trade and every business man's association in the city cooperate in a nation-wide, tireless, efficient campaign of publicity that will bring to the attention of every actual or prospective shipper in that vast territory which is naturally tributary to this port the many advantages which this series of articles has shown the port of Philadelphia possesses over any other port on the Atlantic seaboard. In a safe and deep channel to the ocean; in modern wharves and docks; in an unassailed railroad connections and facilities; in adequate and modern machinery for handling cargoes; in cheap and abundant fuel; in a rich manufacturing and agricultural contributing territory; and in economy of operation, thereby reducing port charges to a minimum.

There must be no let-up or delay in the carrying out of these suggestions. The time was never more crucial. The port of Philadelphia looms bigger in the public eye today than it has ever done before. More people have had their eyes opened to its present value than the city recently than for many years past. They have come to see its unquestioned advantages in the future growth and prosperity of the whole country. The great danger will be in the habit of again lapsing into passive indifference.

LIVERPOOL LEARNS LESSON

Let us in this connection take a lesson from the history of the great port of Liverpool, England:

Some years ago the port of Liverpool was the greatest port in the world. Its miles upon miles of modern docks were a seven days' wonder. The city had spent fabulous sums for every modern equipment to facilitate the loading and unloading of cargoes. The merchant navies of every civilized nation lined her docks. No other port could compare with it. She had drawn to her virtually all the commerce of Great Britain.

Then the port authorities felt their independence and thought they would let up on further improvements. Manchester, their nearest and biggest customer, complained that she was not getting value received. Her complaints were ignored. Then Man-

wife of Henry Cannon, president of the company, will be the sponsor.

The new ship is a large-type collier similar to those being built for the Coastwise Transportation Company, several of which have recently been launched. It is 233 feet 4 inches long, 55 feet beam and draws 24 feet 5 inches. It has a carrying capacity of 3600 tons. The boat, which has a speed of eighteen knots, will have a good rating under Lloyd's.

1800 VAGRANTS ROUNDED UP

Baltimore Police Arrest Men Who Have Been Preying on Public

Immigration Bill to President

WASHINGTON, Jan. 17.—The House finally approved the immigration bill, and it went to President Wilson May 1 was made the date when it shall become effective.

here for the last month the local police today began rounding up the 1800 or more men who, it is said, have been preying on the public.

A meeting was held by the city officials, charity workers and the police magistrates, at which it was decided that all vagrants would be arrested.

It was also decided by the officials that all the "stop houses" in the city at which sleeping spaces on the floor can be had for five cents per night will be closed.



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